

Daily Edmonton Bulletin.

VOL. 1.

EDMONTON, ALBERTA, FRIDAY, SEPTEMBER 18 1903

No. 217

TELEGRAPHIC.

FURTHER DELAY

ASKED FOR BY THE CONSERVATIVES

Borden Angry at Actions of Redistribution Committee.

(Bulletin Special Dispatch).

(Deli yed in transmission).

Ottawa, Sept. 17.—Consideration of the Grand Trunk Pacific railway bill has been postponed again at the request of the opposition.

The redistribution bill was on all day yesterday. Hon. R. L. Borden, Conservative leader, made a violent harangue, complaining that the suggestions of the Conservative section of the redistribution committee had not been accepted. He was reminded that the proper time to protest was while the committee sat. Having accepted the privileges of the committee it was too late to make a general protest, so many weeks after it had reported. He was invited to argue special cases on their merits.

REDISTRIBUTION BILL

ONTARIO CONSTITUENCIES CAUSE TROUBLE

Members Cannot Draw Indemnity Senate to the Rescue.

(Bulletin Special Dispatch).

Ottawa, Sept. 17th.—The redistribution bill is still on. Clauses relating to Ontario constituencies are passing slowly. Much ancient history is being given.

The auditor general's deadlock continues. The members are practicing economy, awaiting the reassembling of the Senate on Monday to raise the pege.

DISASTROUS FIRE

PLUMBING ESTABLISHMENT GUTTED

Insurance on Building but None on Stock—Origin Unknown.

An alarm of fire was rung into the fire hall at ten minutes after six this morning. The brigade quickly responded. The fire was discovered in Corriveau and Lockerbie's plumbing establishment on Howard street, just off Jasper avenue. The fire had made very great progress and when the alarm was given the whole building was enveloped in flames. Soon three large streams of water were turned on the building and the fire was literally swept out of the block. The rapidity with which the fire was extinguished is all the more remarkable when it is remembered that the walls were entirely burned through in several places and all the lower storey of the block was burning. The fire appears to have started on a refuse pile at the rear of the building, although the actual origin of the fire is unknown. The damage done is very considerable. The whole lower storey is completely gutted and the rear wall almost entirely burned through.

In the second storey of the building were the rooms of the Young Men's Teepee club. The boys were very fortunate in that scarcely any damage was done to the furnishings of the club rooms. The billiard tables, etc., beyond being slightly defaced by water, suffered no injury.

A large amount of Corriveau and Lockerbie's plumbing tools and supplies were destroyed, and their loss will probably reach \$700. They carried no insurance. The block is owned by A. Crystal, and his loss will be fully covered by the \$1,300 insurance he has on the building.

The fire has proved that Edmonton has an exceedingly good fire brigade and fire protection system. In exactly three minutes after the alarm reached the fire had a large stream of water was playing on the burning building, many blocks distant. Our firemen are enthusiastic in their work and deserve the greatest credit for the able and expeditious manner in which the brigade always turns out.

LOCAL.

The northbound train is two hours and forty-five minutes late.

Today is cloudy again and a light shower of rain fell this morning.

There will be class firing at the rifle ranges tomorrow afternoon.

Montana crops were badly damaged by the recent snow storm.

The Maridor Goulding company give their entertainment in Robertson hall tonight and tomorrow evening.

The Fort Saskatchewan baseball team left this morning for Red Deer, where they will play the Red Deer team this afternoon for the Raymar cup.

As a slight token of his appreciation of the good work of the Edmonton Fire Brigade, K. A. McLeod handed in a check for ten dollars to Chief Launder this morning.

Mr. Walter Scott, of the Bulletin staff, was taken to the hospital this morning suffering from a sore leg. He slightly injured it some time ago, but took no notice of it, thinking it would soon heal.

Some of the Strathcona lacrosse players have been seen and say their team is willing to play Edmonton a series of three lacrosse matches, if suitable prizes will be forthcoming to the winners.

Little's brick yard is running full blast. A kiln is being burnt at present. Numerous and large orders for brick are being received, but have had to be refused, owing to the demand being far in advance of the possible output.

The fire brigade received a false alarm last evening about nine o'clock. Some excited individual saw flames in the direction of the Edmonton woolen mill and immediately sent in the alarm. It proved to be brushwood burning.

The machinery for D. R. Fraser & Company's new sawmill at Edmonton is being installed this week. The immense engine and boilers are already in position. The machinery is all of the very latest designs, and is especially large. Their present mill is kept running at its highest capacity, attempting to keep up with the enormous demand for lumber at Edmonton.

In A. E. May's yards, Edmonton may be seen an excellent array of J. L. Case threshing outfits. There are eight traction engines, two separators, and the accompanying tanks and tenders. They have all been sold for this year's operations in the Edmonton district by W. E. Heist, agent for the company at Edmonton. This speaks volumes for the rapid settlement of this district when such a large number of new threshing machines are required.

Mr. D. Simmons, of Fort Saskatchewan, is in Edmonton today with eleven hogs, from the sale of which he realized \$169. Northern Alberta is an ideal country for successful hog raising and surely a farmer can scarcely do better than to go in extensively for hog raising. The local meat packing establishments keep the demand for hogs very strong. It is probable the price will be better than ever next year, as large supplies will be required for the railway construction gangs which will be in Edmonton.

Owing to the increasing demand for their goods in this district, the Singer Manufacturing company are establishing a central office at Edmonton as a distributing point. Mr. M. Healy, general manager, is at the present time in the city, making all arrangements. The office will be under the management of Mr. J. Montgomery, general agent for Alberta. The company have secured the premises lately occupied by the Edmonton and Peace River Land Company, and will carry a full and complete line of their sewing machines and appliances.

D. S. McCannell, of Regina, is in Edmonton today.

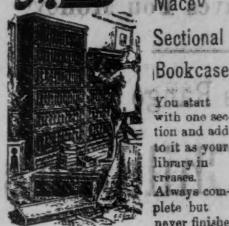
Jas. McVay, of Lacombe, arrived in Edmonton last night.

W. J. Hunter, of the Fort Saskatchewan Reporter, was in Edmonton last night on his way to Red Deer with the Fort baseball team.

The fire has proved that Edmonton has an exceedingly good fire brigade and fire protection system. In exactly three minutes after the alarm reached the fire had a large stream of water was playing on the burning building, many blocks distant. Our firemen are enthusiastic in their work and deserve the greatest credit for the able and expeditious manner in which the brigade always turns out.

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with one section
and add
to it as your
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increases.
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Daily Edmonton Bulletin.

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FRIDAY, SEPTEMBER 18TH, '03.

FROM OTTAWA

Bulletin Correspondence.
The belief has been persistently expressed by members of the opposition that the eastern, or government, section of the proposed transcontinental railway will not be useful as a means of transport for western grain. This belief is based on the fact that the cost of carriage by water, or by water and rail, from Fort William to Montreal, is less than the cost of carriage all rail between the same points. If the water or mixed rail and water routes were available all the year round, there would be comparatively little need for the eastern section of the proposed railway for grain carrying purposes. But, unfortunately for the argument, and still more unfortunately for the western farmer, the lake route is only available for seven months in the year. And still more unfortunately, of this period only from six weeks to three months is available for the direct shipment of each season's crop; that is, the period between the crop coming on the market and the close of lake navigation. Such grain as has not gone forward from Fort William before the close of navigation, must remain west of the lakes in the hands of either the farmer or the dealer until it can be carried forward in the following summer season. If it remains in the farmer's hands until it can be shifted by water direct, the money value does not come into circulation for from eight to nine months after the crop is harvested; and if it goes into the hands of the dealer it must do so at a price which allows him for the actual cost of storage and ensures him against a possible fall in markets before the grain can reach the consumer next year.

The costs and charges of winter storage are easily arrived at, but the margin by which the dealer protects himself against a falling market during the months of winter storage, cannot be definitely fixed, as it must vary with the crop and market conditions of each year and according to each dealer's judgment.

It is evident, however, that the higher the market in the fall, the greater the probability of a drop before spring, and, therefore, the wider the margin the dealer must allow himself, and the further behind the then existing market the price received by the farmer.

An important feature of the case is that while the price of the part of the crop which can be shipped direct is calculated on the basis of the world's crop which is then being marketed, the part which is held over until the spring comes into almost direct competition with the first of the new crop of that year, regarding which no intelligent calculation can be made at the time the grain is purchased from the farmer.

It is estimated that it is necessary for the farmer to realize on at least two-thirds of his wheat crop before the end of the year in order that he may meet the cash liabilities incurred on account of its production. If it were possible to get this proportion across the lakes before the close of navigation, the existing situation would not be so serious. But the experience of several years past is that so far from two-thirds of the crop going through direct the season it is harvested, not more than one-fourth has done so. And as the gross output increases, the proportion which receives the advantage of direct shipment decreases.

In order to meet the cost of winter storage and ensure against a future fall in the market, the western wheat buyers by mutual agreement fix a date upon which the price of wheat to the farmer is dropped from the summer to the winter rate. This date is not the date of the close of lake navigation or the expiry of lake insurance, but is the date after which their buyers do not expect to get their grain from interior points of purchase direct across the lakes. In fixing this date, the crop and transportation conditions both by rail and water must be considered. Last year, 1902, lake navigation closed on December 6th, but the buyers dropped to winter prices on October 18th, it being

considered that the railway, elevator and lake transport conditions were such that they could not depend on getting grain purchased after that date across the lakes that fall. Owing to amendments made to the grain act during the preceding session of parliament, farmers were enabled to secure cars for the shipment of their own grain. When grain could be landed direct on cars, it was more likely to reach the lake ports at an early date than if it were placed in an elevator and had to await another distribution of cars. In many cases when the farmer got a car the buyer would pay him the summer price for his wheat, although he would only have paid him the winter price if he had had to place it in the elevator. During the latter part of October and the early part of November, from four to five weeks in all, two prices were being paid at all purchasing points, one the elevator and the other the car price. The difference against the elevator price was the amount which the dealer considered necessary to repay him the cost of winter storage, and ensure him against the chances of the spring market. The winter storage and insurance charges amount practically to five cents a bushel over the parallel charges on direct summer shipments, but the difference in price between summer and winter shipments at 184 points which were under observation by the grain commissioner was from 7c to 9 1/2c per bushel. That is, the farmer received from 2c to 4 1/2c per bushel less than its then market value with actual storage charges deducted. This establishes the fact that the buyer who cannot deliver for consumption until spring, ensures himself against loss from possible falling markets at the expense of the farmer and at the same time indicates the charge per bushel for this commercial insurance. As already said the margin taken for this insurance varies with the crop, the market and the opportunity and judgement of the buyer. But it is a charge that must always be made and paid; and the higher the fall price the greater the direct loss to the farmer because of it.

On a crop of fifty million bushels for export, one-half of which does not go forward before the close of navigation, the loss to the farmer for merely holding charges, aside from storage and transport at the rate above given—an average of between 2c and 4 1/2c, or say 3c—the loss is not less than three quarters of a million dollars. That is to say, if the crop could go forward all rail during the winter at a rate equal to the winter transport rate and storage charges combined, the farmers of the Northwest would be better off by that amount each year. This will be admitted to be a low estimate as matters stand at present.

But they would have the further advantages of any advances which might occur in the world's market during the winter as they do not now have; and the element of chance which enters so largely into the business of handling the western crop would be got rid of to the great good of the farmer and everyone whose business depends on his prosperity.

The actual rates of transport paid on last season's crop are as follows:

	Cents.
Rail Brandon to Fort William	9.000
Storage, elevating, inspection and weighing at Fort William	.625
Interest, insurance and exchange at Fort William	.250
Lake rate	2.000
Total per bushel	16.500
Note.—Lake rate varies from 1 1/2c to 2 1/2c, rail rate varies from 3 1/2c to 5c.	
Lake and Rail With Winter Storage.	Cents.
Rail Brandon to Fort William	9.000
Storage Fort William, 1-2c per month	2.500
Interest, fire insurance, weighing and inspection at Fort William	3.250
Lake rate	2.000
Rail and fire insurance	.375
Rail to Montreal	4.000
Shortage, fire insurance, etc., Montreal	.250
Total per bushel	21.875
All Rail Forwarded From Fort William.	Cents.
Rail Brandon to Fort William	9.000
Storage, elevating and inspection at Fort William	.625
Interest, insurance and exchange, Fort William	.250
Rail Fort William to St. John, including shortage and fire insurance	12.000
Total all rail	21.875
Continued on Third Page.	

LATHING.

I am prepared to do all kinds of lathing at the going prices. First-class work guaranteed. Thoroughly understand admanant work. Apply to ALBERT RORARGE, Edmonton P. O.

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The Store That Saves You Money.

An Immense Range of
Boys' and Children's
Clothing,
Men's and Youths
Suits.

just to hand and now on Sale at Prices that will induce you to buy.

Modern Business Methods know of no better time to clear up Stocks than between seasons, besides, we have the New Goods to select from.

Clothing Bargains

are being advertised every where, some are legitimate some are false.

Do a little shopping and see for yourself and you will not need to be told which is which and you might not notice the poor linings in some suits and coarse trimmings in others. All the points we see a once because it is our business to see them. You will see them also after you have worn the clothing for a time but then it will be too late.

We keep our Stock clear of such faulty goods.

Come and See What Real Bargains Are.

Men's Suits at all prices and many different varieties.

Youths' Suits, a magnificent range of Styles and patterns to select from.

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Odd Pants, odd Vests, and odd Coats in an endless variety.

For Boot and Shoe Specialties and Fresh Groceries

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Ladies' Misses' and Children's

Jackets, Coats,
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For Fall Wear, 1904.

Every Day that passes sees our new stock growing smaller.

We have the very latest Styles and Newest Cloths in all our garments.

You make a mistake if you let time slip past before seeing what we have in these lines.

If you want a Jacket or Mantle of any kind,

Seeing Ours Will Mean Buying.

but in any case they are open for your inspection and we will be pleased to have you call.

New Fall Goods being opened every day.

We expect a busy season and are ready for it,

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NEW BLOUSES

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Some Beautiful Goods in Flannel, Flannellette and Sateen, \$1.00 to \$4.00.

Dressing Jackets

\$1.00 \$1.25, \$1.50

Children's Dresses

Neat Patterns in Flannellets, 80c to \$1

Some Beautiful Suits in Serge, Sailor Blouse, with Pleated Skirt, trimmed, very neat and stylish, \$3 to \$4.40

Cloth Skirts

Remember that we make a specialty of Skirts. Best Stock and Best Values in the West

HUDSON'S BAY STORES.

FROM OTTAWA

Continued From Second Page.
Note.—The all rail rate from Fort William varied from 13.50¢ in December to 9.50¢ in April.

It will be observed that there is only half a cent difference between the winter lake and rail rate and the all rail rate and this is accounted for by the charges incurred in breaking bulk at Fort William, which would not occur if shipments were made direct. Therefore, according to the experience of last year it costs no more to land wheat all rail at St. John than it did to land it by lake and rail, with winter storage at Fort William, to Montreal; while its position at St. John, a tidal port, is better than at the fresh water port of Montreal.

If it was commercially possible for the C. P. R. last winter to carry two million bushels of wheat from Brandon to St. John at 21 1/2¢ per bushel, over 2,035 miles of rail, it will be equally possible for the Grand Trunk Pacific to do so over 1,930 miles of rail, a less distance of 100 miles. The C. P. R. line was not built to meet modern railway requirements; and carries a capitalization of \$64,700 a mile, the bonds bearing 3 1/2, 4 and 5 per cent interest. The section of the C. P. R. system from Brandon to St. John, therefore, carries a load of capitalization of \$131,664,500, upon which it pays interest at not less than four per cent, or five and a quarter millions a year. The Grand Trunk Pacific will be constructed according to modern requirements; and at an estimated cost of \$30,000 a mile for 1,930 miles, will carry a total capitalization of \$48,000,000 at three per cent interest, or \$1,440,000 less than one and one-half millions a year.

The C. P. R. has not hitherto carried western grain forward all rail in large quantities for the two reasons that it did not have sufficient equipment, and it was more profitable as well as practicable to take a high rate per mile for the short haul to the lakes, than a low rate per mile for the long haul to St. John, although there might still be a legitimate profit in the latter; but unless and until forced by circumstances, the C. P. R. could not be expected to enter upon the less profitable trade.

The C. P. R. with its present equipment, or with any possible equipment over its present line, cannot handle any large proportion of the present western grain crop all rail to St. John. The all rail transportation facilities between the wheat fields and the ocean must be increased and improved if the natural winter congestion of the present western crop is to be adequately relieved. Even if the existing all rail facilities were sufficient to meet present conditions, as they are not, the increased production, which must result from the labor and enterprise of the settlers who have gone in during the past and present year, to say nothing of those yet to come, must necessarily greatly aggravate present disabilities and increase present losses. A direct all rail route to the winter seaboard is an imperative and pressing necessity to the grain producers of the west. Only by its construction can the losses necessarily resulting to the western farmer and to the trade of the whole country, both east and west, from the lock up for six months of the greater part of the grain returns of each year, be avoided.

Ottawa, September 7th, 1903.

NORMAL SESSIONS

The department of education has announced that normal sessions for the training of teachers for third-class certificates will be held at convenient points in northern Alberta and eastern Aspinwalla. The session will commence January 4, 1904, and continue for three months. Until all applications are received the points at which sessions will be held cannot be announced.

It has also been decided that another session of the Territorial normal school will be held at Regina, commencing the same date. As many applications have been already received, students wishing cards of admission should make application without delay.

WINNIPEG MARKETS

Commercial, Sept. 12th.
Wheat—Manitoba wheat was firm during the fore part of the week owing to a good demand for stuff for immediate or early delivery. The movement by rail eastward was, however, increased considerably during the first four days of the week, and has had the effect of filling the demand, and prices have eased off. Exporters are not in the markets yet, prices evidently being too high for them. During the last seven days over half a million bushels of new wheat has gone east to Fort William and Port Arthur, and as the supply increases prices must come into line for export value. For a day or two there were buyers of spot wheat at 87¢ to 87 1/4¢ for 1 hard, and 85 3/4¢ to 86¢ for 1 northern, but at the close of business yesterday we quote prices, 1 hard, 86¢; 1 northern, 83 3/4¢; 2 northern, 81 1/2¢; spot or en route for September delivery, 1 hard, 85 1/2¢; 1 northern, 83 1/4¢; 2 northern, 80¢, and for October delivery, 1 hard, 83¢; 1 northern, 81 3/4¢; and 2 northern, 78¢.

1-2, all prices are for in store Fort William and Port Arthur.

Oil—The market is quiet. New oats are beginning to arrive but receipts are not large. No 1 white are worth today 31 3/4¢ per bushel in store Fort William or Port Arthur, and No. 2 white, 30 3/4¢. Winnipeg feed merchants are paying about the same as Fort William prices. At country points the value is not over 22¢ to 25¢ per bushel.

Barley—There is practically nothing doing in this grain. Only a few cars have been inspected. No. 3 is worth about 38¢ per bushel in store Fort William or Port Arthur.

EDISON NOTES

Edison is 56 miles north of Edmonton.

Haying has come and gone and a very successful haying it was, the hay put up being of A1 quality.

Being quite a new settlement, there are no crops this year, with the exception of Edison's, whose oats look very fine.

Last Tuesday night we had a splendid dance at Mr. Edison's, dancing from 7 p.m. until 4 a.m. on Wednesday. Everybody enjoyed themselves and all returned home trusting that there would be many more dances in the Settlement during the coming winter.

Messrs. Maloney and Harrison have opened their new store and a fine place it is. One can buy almost anything one wants there now, and it is very handy, for it will save many people a trip to town.

Bob King has recovered from his recent sickness, and though still an invalid, we are glad to see that he is getting to look better and stronger every day.

The Seward's, who are all working in town at present, will, we understand, join us again in the coming winter.

More cattle keep coming in every day, and the settlement has now the look of quite an old one.

We hope to see many new settlers this fall, and we believe they will come, for being essentially an English settlement, people will naturally prefer to come here. There is plenty of good land left, both homesteads and Canadian Pacific Railway land; and here a man can have almost any kind of land he wants; flat, rolling, high or low land, and the soil is all good.

September 14th.

FRATERNAL SOCIETIES

SONS OF SCOTLAND BENEFIT SOCIETY

Meets in Houston's Hall first Friday in each month, at 8 p.m. Visiting brothers are cordially invited. J. C. Nairn, Chief; Geo. Sinclair, Secretary.

LOYAL ORANGE LODGE

No. 1794 meets in Houston's Hall the second and fourth Monday in each month. Visiting members cordially welcome. A. H. Haines, R. S. J. E. Forster, W. M.

ANCIENT ORDER OF FORESTERS

The Ancient Order of Foresters Court Beaver House, No. 7,866, meets in Houston's Hall first and third Tuesdays. Visitors are invited. R. KENNETH, Secretary.

CARPENTERS' UNION NO. 1325

Meets every Friday at 8 p.m. in Garneau's hall.

SONS OF ENGLAND BENEFIT SOCIETY

Lodge Edmonton, No. 255. Meets in Houston's Hall first and third Mondays in the month at 8 p.m. Visiting brothers cordially invited. J. A. F. Hauer, P. G. Engel, President, Secretary.

I. O. O. F.

Friendship Lodge, No. 7, Independent Order of Oddfellows, meets Wednesday evening at 8 p.m., in Houston's Hall, Main street. Visiting brethren cordially welcomed. W. J. Reid, R.S., A. E. May, N.G.

BOARDERS WANTED

Two boarders wanted. Apply Mrs. Littlechild, Fourth street east, east of hospital. d-216-218-pd.

MUSIC SHEETS

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HAZELWOOD DAIRY COMPANY

For fresh milk and cream delivered to any part of city. Phone 178.

WANTED

Young men to learn the plumbing and steamfittering business. Apply Ross Bros. Limited. d-215-218-e.

At once, experienced general servant. Wages \$15 per month. Washing and ironing given out. Apply Mrs. E. C. Emery, Sixth street, Hudson Bay Reserve.

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Furnished rooms to let. Apply proprietor of Gold Boarding House. Electric light and telephone in connection.

HOUSE TO LET OR SELL.
New five-roomed house. Apply Box 126. 4-206-212-ph.

HAZELWOOD CREAM
and milk delivered daily to any part of city. Phone 178. A. York & Sons.

TENDERS.
Tenders will be received until 12 noon, on Thursday, September 17th, for the erection of a Salvation Army barracks. Lowest or any tender not necessarily accepted. J. E. Wise, Architect. d-214-215-e.

WANTED.
Two hundred elk teeth. Will pay from \$5 upwards. Apply W. Bentz, Box 586, Calgary, Alberta. d-206-215-c.

NOTICE TO LADIES.
Baths on Fridays specially for ladies at John Ross's White Block. BEN BAKER. d-195-222-pd.

WANTED.
By resident of Edmonton, apartments for photo studio. Apply to C. M. Tait, Post Office Box 449. d-213-214.

APPLICATIONS.
For the position of caretaker of the Presbyterian church will be received until Wednesday, September 16th. Address applications to J. Whitelaw, d-212-215-o.

FOR SALE.
OR
To Rent

A large farm in Stony Plain, 25 miles from town; 220 acres under cultivation, well fenced, good buildings. A fine large lake borders part of the property.

For particulars apply to F. G. HALDANE & CO

SITUATION WANTED.
In wholesale or general store. Twenty years experience in grocery trade. First class references. Disengaged first October. Age 38. Box 2, Bulletin Office. d-212-218-pd.

HORSE LOST.
Gray horse no brand, halter and leather strap on. 8 years old, weight 1,300. Lost or stolen yesterday out of stable on Fraser avenue. Reward for return to L. Pempit, Edmonton. d-215-216-pd.

STRAYED.
To my premises September 4th, one black sow with a litter of three, about three weeks' old. Owner can have same by proving property and paying expenses. Apply Daniel Williamson, at Joseph's house, Namayave avenue, Edmonton. Telephone 4-2.

NOTICE.
Dr. Roy, who returned home recently from India where he has been for the past year studying in the hospitals, is now prepared to treat especially all diseases of the eye, ear, nose and throat. Dr. Roy will hold his consultation at his office from 2 p.m. to 5 p.m. every day.

Newfoundland

First Class Restaurant and Fruit Co.

Opened this morning on Front Street down below Salvation Army Barracks. Open Day and Night.

MEALS 25 cents and up.

COAL.

Coal delivered - \$3.50

Per Ton.

Edmonton Coal Co. Ltd.

W. J. BALDWIN, Manager

Phone 183

HORSES HORSES

HORSES

J. West has arrived in Edmonton with Three Cars of splendid well bred

Oregonian Horses & Mares

OF

Percheron & Norman Stock

These horses are gentle, as good if not better than any that have ever come into Edmonton, and may be purchased singly or by the carload.

All Horses Guaranteed

Come and inspect them

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Money to Loan

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Commission Broker. Edmonton, Alberta

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ALBERTA GERMAN HEROLD.

Edmonton, Alta.

is the only German Newspaper in Alberta and circulating thoroughly in all the prosperous German Settlements around Edmonton, Strathcona, Fort Saskatchewan, Ellerlea, Leduc, Wetaskiwin, Lacombe, Ponoka, Innisfail, Red Deer, Didsbury, Calgary, etc. A splendid and the only

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We are now prepared to do all ordinary work in this line.

If your office books are getting worn or loose better have them rebound before the busy season commences.

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Orders called for and delivered in town. Mail orders promptly attended to.

BULLETIN CO. LTD.

EDMONTON.

Avlwin & Williams

Real Estate, Etc.

850,000 ACRES FOR SALE

On and after July 4th we will occupy offices over the Merchant's Bank

Edmonton. Alberta.

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When you want a quick cure without any loss of time, and one that is followed by no bad results, use Chamberlain's Colic, Cholera and Diarrhoea Remedy

It never fails and is pleasant and safe to take. It is equally valuable for children. It is famous for its cures over a large part of the civilized world.

The Edmonton Sausagemaker.

Meats of all kinds. Specialty in Fine Domestic and Foreign Sausages.

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Our Motto is

PURITY

Edmonton Brewing & Malting Co'y



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Edmonton Beer
On Your Table.
Specially Prepared For Family Use.
Chicago, Buffalo,
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"VIA NIAGARA FALLS."
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GEO. W. VAUX,
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CHICAGO.

FORT SASKATCHEWAN

Baseball Boys off For Red Deer—Good Progress at the Fort.

(Bulletin Special Dispatch).
Fort Saskatchewan, Sept. 17.—Shera and Company have just received another large consignment of goods down the river by barge from Edmonton.

Mr. Pierce's steamer arrived here this afternoon with a large raft of building material for Cushing Bros.

A very enthusiastic meeting was held at the Queens hotel last Monday evening to consider the advisability of sending our baseball team to Red Deer on Friday to contest for the Raymer cup, which was won by Red Deer team at Edmonton last fall. It was unanimously decided that the boys go. A subscription list was produced and passed around and in a few minutes enough was collected to send the boys down. Unless some accident happens, we feel sure of our boys bringing back the Raymer cup. They all left this afternoon, accompanied by a number of the citizens for Edmonton, where they will take the train for Red Deer in the morning. We wish the boys every success.

Mr. Mithell had the misfortune to slip from a scaffold while working on the Queens hotel last Monday. He was badly shaken up, but we are pleased to report that no bones are broken.

Ex-constable Rudd, late of the Edmonton police force, passed through town today en route for the Vermilion district, with the intention of locating there.

Staff Sergeant Patterson returned from Edmonton last Tuesday afternoon, but not alone. The sergeant has our best congratulations.

Work is being rapidly shovelled ahead on Mr. Hamby's new livery barn on Uriasbach street.

Mr. Clarke has erected a new barn on Ross street.

Mr. Ludgate arrived here on today's stage. He is looking for men to work in the bush in British Columbia.

Mr. Ludgate is an old acquaintance of Mr. E. Simons' and is all taken up with Fort Saskatchewan as a town site. Mr. Simons and he are going out tomorrow to look through the country and visit old acquaintances.

Rev. Mr. and Mrs. Aldridge left here on Tuesday. Mrs. Aldridge intends spending a few days in Strathcona visiting friends.

Rev. Mr. Sparling spent last Monday evening in the Fort visiting friends.

Messrs. Larose and Sterrett purchased the livery and feed barn on the corner of Dennis Avenue and Ross street, from Wilkin and Company this week.

Real estate is still moving; many lots have changed hands during the past week.

Quite a number of the farmers in this district have finished cutting.

The weather for the last few days has been all that could be desired.

EDMONTON CHURCHES**METHODIST CHURCH**

Sunday services, 11 a.m. and 7 p.m. 8 p.m. M.E.C. club open every evening; service Sunday afternoon; Emporium League, Monday 8 p.m.; Prayer Meeting, Wednesday, 8 p.m. All strangers are cordially welcome to any and all services.

REV. C. H. HUESTIS, M.A., Pastor.

PRESBYTERIAN CHURCH

Regular services, Lord's Day, morning 11:15; evening 7 p.m. Sunday School and Bible Class, 8 p.m. Prayer Meeting, Wednesday, 8 p.m. Ladies' Aid Society, first Tuesday in each month, 8 p.m. X.P.S.C.E. 8 p.m. Mondays. All seats free and strangers cordially welcomed.

REV. D. G. McQUEEN, B.A., Pastor.

LUTHERAN CHURCH

German Lutheran Church services will be held every Sunday evening at 7:30 in the Gariepy & Lessard building. GUSTAV POENGEN.

Pastor.

BAPTIST CHURCH

Sunday services at 11 a.m. and 7 p.m. Sunday school and Bible class at 8 p.m. Prayer meeting, Wednesday, night at 8 p.m.

Y.P.U. Union, Friday, at 8 p.m. Strangers cordially invited.

A. M. McDONALD, B.A., Pastor.

CHURCH OF ENGLAND

Parish of All Saints'. Sunday morning Prayer, 11 a.m. Sunday evening Prayer, 7 p.m. Holy Communion 1st and 3rd Sunday.

Bank of Montreal

ESTABLISHED 1817.

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New York, Chicago Illinois, and Spokane, Washington Territory.

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St. John's (the Capital, East Coast), Birchy Cove, (West Coast).

Collections made on favorable terms, Letters of credit issued available in all parts of the world. Interest allowed on deposits in Savings Bank Department and Deposit Receipts. Sterling, American and Foreign Exchange bought and sold.

for the month at 11 a.m.; 2nd and 4th Sunday at 8:30 a.m.

Sunday school 3 p.m.

Wednesday's service 8 p.m.

All Saints' Evensong 8 p.m.

St. Joachim's Solemn Mass at 10:30 a.m.

Vespers and Benediction of the Blessed Sacrament at 3 p.m.

Evening Mass at 8 p.m.

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